

NHRDA #8155 VERIFIED

Jordan Wilcock

Gilbert, Arizona · Drag

7.70 Index

1 EVENTS	7.531 BEST ET	81.04 TOP MPH	P3 BEST QUAL	1 CLASSES
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ABOUT

In 2017, i wanted a do-it-all kind of vehicle. at the time i worked for empire machinery (caterpillar) and knew diesel reliability and power is what i needed. i also wanted to do it different than everybody else. everybody i knew bought off the showroom floor trucks with big payments and flashy rims. i wanted a diesel truck that most people considered a lemon. so i found a clean exterior, 2005 chevy 2500 LLY Duramax that had blown headgaskets. never owned a diesel before and never turned wrenches on them either. side note, i was only a welder for empire. although, ive been turning wrenches my enitre life as a "shade tree" mechanic, born into a chevy family. quickly i realized, diesel's are extremely simple. after i repaired the headgaskets myself, i also quickly realized, man these heavy diesel trucks can make a lot of power and make it fairly easily. next thing i know im porting the turbine side of my turbo, upgrading the compressor and turbine wheels and rebuilding the turbo myself. gained another 150 horsepower. smoked the trans right after that ahha. no big deal, got the trans built for 800 horsepower thinking ill never exceed that. got the truck running again and now that the power was being put to the ground, with only a simple turbo upgrade i did in my garage i was able to be significantly faster than what most people consider street cars or modern "hot rods" like camaros, mustangs, etc. the even better part is though, my truck was still a workhorse. towed my camper, dump trailer, loaded up the bed all the time, hauled car trailers, took it offroad etc. i wanted more though. i wanted to beat corvettes and other type cars that the general public consider fast, or just by their looks give off the im bought not built, race car vibes. i dont have that kind of money otherwise i wouldnt be doing everything myself, in my garage laying on my back. so over the years i compound turboed my truck and bigger injectors, "budget" built the motor in the garage by myself (not machine work obviously) to hopefully hold 900 horsepower depending on stock crankshaft, cause money. even with how low budget i made it i realized how much ive been hurting my wallet. anyways, once i got the truck back on the road, wow i was hooked. i was officially a #6600 sleeper. no stickers, no big obnoxious rims and wide tires. just a diesel truck that blends in, and again, still use as a truck. after years at this point (2019-current) and a TON of abuse, i knew i wanted even more. but unfortunately this is where my journey stops. i knew the cost of the next step and the kind of money involved. cages, drivability, 4 link setups, another built motor and a full built trans. makes me sad to think after years of perfecting the current setup this is all i can afford. my family comes first and i cant sacrifice our long-term stability for a truck. im very introverted, i don't post on social, never reached out for sponships or help, i just enjoy turning wrenches and welding in the garage and lay low. to this day i always make small changes, make small improvements, make it more reliable, safer and just to have an excuse to work on her. cause sentimental. i learned a lot from this truck through the years and now i drive my family around in it, take it camping, haul things around and thats about it. oh and compete in the NHRDA diesels in the desert event every year. which in fact, im aiming for the winners circle this year in 2026 even with a hurt trans haha. will anyone read this, probably not. and if someone does, its probably a small few, maybe even a few who can relate. for some damn reason i felt inclined to write down my journey somewhere on paper or now days a phone or computer screen. my next journey will be the gasoline world cause its a bit more affordable and my son is getting to the age he can start helping for project truck number two and raise the next generation of gearheads. see you at the burnout box or on the street.

SEASON STANDINGS

7.70 INDEX
#10 of 22 · 42 pts · 1 event

COMPETITION HISTORY

2026 NHRDA Diesels in the Desert Firebird Motorsports Park · February 28, 2026				
CLASS	QUALIFYING	RESULT	BEST ET	TOP MPH
7.70 Index	P3 / 15	—	7.531	81.04

THE VEHICLE

Rhonda

2005 chevy silverado

6.6 Duramax

900 HP

1,400 lb-ft

Turbo

Diesel

6,600 lb

4WD

super diesel (7.70)

CONTACT

Sponsorship enquiries

Reach Jordan Wilcock through the contact form on their Traxsyd profile:

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